

CLASSIFICATION		25X1	
COUNTRY	Germany (Soviet Zone)	REPORT NO.	
TOPIC			
Erfurt-Bindersleben Airfield			
EVALUATION		PLACE OBTAINED	
DATE OF CONTENT			25X1
DATE OBTAINED		DATE PREPARED	16 July 1952
REFERENCES			
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS			

1. On 2 June 1952, it was observed for the first time that MiG-15s made local flights over Erfurt-Bindersleben airfield. (1) At about 3 p.m. on 21 June, five cargo gliders, each towed by a Tu-2, landed at the field. After 90 minutes, the planes took off again, heading toward Weimar. unloaded from the cargo gliders. (2)
2. A radio installation with two masts was observed on the southeastern edge of the field. (3) work started on the laying of steel landing mats which had previously arrived. A surface of about 300 x 500 meters was covered. (4) The field was occupied by an estimated 300 to 400 men who wore black-bordered blue epaulets. Motor vehicles were observed at the field.

Comments.

- (1) ten MiG-15s have been stationed at the field since 1 June 1952. two railroad tank cars were dispatched to Bindersleben on 8 June 1952. the consignee indicates that the MiG-15s probably belong to the fighter regiment in Brandis. This transfer was probably made to train the crews of the fighter regiments, which were newly organized in the winter 1951/1952, in taking off and landing at an airfield without a hard surface runway.
- (2) This confirms for the first time a previous observation according to which a cargo glider flew over the area of Koepenick near Berlin on 10 June. It is definitely believed that the air landing exercises held by army units in 1951 between about mid-June to early July will be repeated this year.
- (3) The radio installation probably is a low frequency landing beacon which generally has one mast. However, according to previous observations from other airfields such as Koethen and Finsterwalde, it is suspected that radio installations with two masts also serve as landing beacons as they are located in the extension of the runway.

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- (4) The construction of an auxiliary runway with steel landing mats was anticipated after the arrival of the mats. Several reports on the storage of steel mats were previously received from Binderleben airfield. [REDACTED] such shipments went to [REDACTED] an air force construction unit in Leipzig. The reported size of the area covered with steel mats appears too great.

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